

Edmonton Daily Bulletin.

VOL VIII. NUMBER 169

Forecast—Fair and Very Cold.

EDMONTON, ALBERTA, THURSDAY, JANUARY 26, 1911

EIGHT PAGES TO-DAY.

PRICE FIVE CENTS

VICE PRESIDENT WHYTE TELLS OF C.P.R. EXTENSIONS IN WEST

Railway Company Contemplate 380 Miles of New Line, 100 Miles of Double Track and 40 of Siding.

NEW DIRECT LINE OF FROM EDMONTON TO SWIFT CURRENT

Sixty Miles Will be Constructed on the Lacombe to Moose Jaw Line Still Leaving a Large Gap.

Whyte's Plan.—Jan. 26.—Wm. Whyte, vice-president of the C. P. R., has returned to the city from Montreal where he has been in conference with President G. E. Gould. His story of what work the company has done since 1911 through the west is most interesting. As to the mileage which the company has added during the past year, Mr. Whyte said that the plan contained the construction of 280 miles of new line, 100 miles of double tracking and additions to the existing sidings of 40 miles.

The New Lines.

Of the new lines to be constructed the most important is that to be built north and south from Swift Current, "the gap" between Lacombe and Whyte. "If some one had told me that the time would come when large shipments of grain would be sent from Swift Current, I would have said that he was a fool to expect for the asylum. Yet this is what we have found out over a million bushels have been shipped over a million bushels."

In all there will be built this year 80 miles of track through the Swift Current area, 100 miles of line to the southeast and thirty-five miles to the northwest. No statement was made as to whether the new line will be of the ultimate destination of these new lines. It is said, however, that the new line will be built to a standard line, but one of much importance. The road which will be built will be a direct line from Edmonton to the connection with the line running from Macklin to Moose Jaw. This would make it possible to run from Edmonton to Swift Current. The line running to the southeast from Swift Current will be built with a new branch from Weyburn to Lethbridge. In future years, however, it is anticipated that the line will be continued from Swift Current, will be continued to the International boundary, and that it will then be met by a new line from the east. A short naming of the Soo connection has been made, the name having been made, the line being a branch of the main line from the Soo in North Dakota.

From Moose Jaw the line will be built in three directions. Thirty-five miles of the road will be built this year and will eventually connect with the line from Weyburn to Swift Current. The connection will never be made this year.

On a line running west from Weyburn to Swift Current it is expected that this branch will strike the line from Weyburn to Lethbridge at Fort Macleod. It was uncertain whether Fort Macleod would be the point of junction or whether the road would be carried further west.

The Officers Elect.

The following is the list of officers elected:

Hon. president—A. C. Cross, Cal, Ga.
Hon. vice-president—R. Secord, Edmonton.

General secretary—E. Goodridge, Edmonton.

President—C. H. Belanger, Edmonton.

Vice-presidents—T. Rookes (Edmonton), H. L. Stephens (Calgary), J. E. Morris (Vancouver), Wm. Dahlke (Pincher Creek), C. H. Eckstrom (Lethbridge).

Directors—H. L. Stevens (Calgary), N. Bell (Edmonton).

D. D. Anderson, Strathcona, Moosa, Bowden, and Shepard; Calgary, Meany, Stokes and Rabid; Edmonton, Meany, Bowden, and Shaw; Invermere, B. St. John, McLean, Mervin, Sich and Dawson; Macleod, Mr. Swinton; Blairmore, Mr. D. C. Gray; St. Marys, Mr. J. C. McLean; Mr. E. Stinson; Lacombe, Mr. Smith; Stavely, Mr. Courtney; Strathcona, Mr. E. C. McLean; Weyburn, Mr. Clark; Provost, Mr. Huston; Strome, Mr. Ross; Waterton, Mr. Verne, Vermilion, Mr. Telford; Stettler, Mr. Carter; Cardston, Mr. Stettler; Vegreville, Mr. McAllister.

Objects of Association.

In explaining the objects of the association the president Mr. Belanger said that the first object was to secure recognition passed by the association, one year ago, the other at the last regular meeting.

"That the association in convention assembled, hereby places itself on record as unanimously opposed to the surveying of the Laramie River by the government to keep their border line, but little has been done to date."

"There will still be left at the close of this season a gap to be filled before there is a continuous line between Lacombe and Moose Jaw. Work on the line from Macklin to Moose Jaw will be carried forward under the supervision of 1910."

Lines in Alberta.

In Alberta the company will be at work on the line from Kipn to Aldersley. This new line from Aldersley bridge will go to Fort Macleod.

Last year construction work was carried on at the northern end and a few miles of double track were constructed south from Golden. This year there will be built 42 miles, which will bring the line to Edmonton.

A few years ago Mr. Whyte made an automobile trip through this district. Sir Daniel McLean, accompanying him, was so impressed by the beauty of the country both for the setting and the sight of the people that when he returned he will be 120 miles long, and will open up the setting of the valleys of the Kootenay and the Columbia.

Additions to Sidings.

In explanation of the large addition to the sidings at Swift Current the vice-president said that it was found that it was economical to use the large type of locomotive, the 4-6-2, which can haul a train of 45 cars. The smaller locomotives were capable of hauling trains of about 30 cars. The larger engines were built to accommodate the shorter trains that it is necessary to haul through the prairie provinces. In the prairie provinces this is a simple matter, but in the mountains the maximum weight that can be hauled is determined by the strength of the double track between the two points. The same congestion could occur on the line west of Moose Jaw through the construction of the new branch line to the southwest. To avoid this and to provide for the heavy traffic that will be done, the company will this year double track the line for a distance of 16 miles.

The old Montrose and Northwest road running through Yorkton will be taken over by the C. P. R. from Winnipeg to Edmonton. At the present time the steel on the line will be removed and the rails will be changed. Heavy eighty-four pound steel will be laid for 155 miles and the line will be double tracked for 199 miles of transmission line.

In Fort William the gravity plant of the distribution of cars will be completed by the end of January. The power station has been in use in the Winnipeg yards for several years and is the superior method for the handling of grain.

In order to guard against this trouble in the future, it is proposed to eliminate the risk of embankment failure by the use of high side walls.

On the new Prairie division there always has been difficulty in keeping up the roadbed, owing to the heavy rains.

The failure of the embankment, the rate sink slightly on one side of the other, and it is almost impossible to make the road bed capable of carrying the heaviest trains at the highest speed.

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DISCUSSED GRAIN MIXING PROBLEM

LIBERAL MEMBER FOR REGINA PRESENTS MOTION TO PREVENT ADMixture.

THURSDAY, JAN. 25.——Members from the Prairie Provinces of Saskatchewan and Manitoba monopolized practically all of the short winter's sitting of the House of Commons. The grain terminal elevator problem arising out of claims of Western farmers that grain is taken from them and shipped in the West to the British market.

The discussion was based on the motion of Mr. Martin, Regina, which in general terms called upon the Government to take steps to prevent the practice of mixing of grain delivered to terminal elevators.

Dr. Ross, Minister of Agriculture, moved on the order paper in favour of Government operation of elevators and this will be discussed later.

Both Turn Dead Ear.

Hon. Mr. Patterson was in the House during the afternoon, but was warmly greeted by his friends but turned a deaf ear in all questions as to Mr. Pfeiffer's arrival.

Mr. Pfeiffer, who arrived on the evening train from Montreal yesterday, had made it clear that he had no objection to what Government would do in this regard.

At question time, Mr. Sharp, Leader of the Opposition, asked Mr. Martin whether so many acres of land had been leased to the Government Company and at what price by the Government. This company is one of the largest grain companies in the railway. Mr. Oliver replied that 16,513 acres had been sold at \$3 per acre for grain and \$7.65 an acre for Indian lands.

Mr. Martin's Motion.

Mr. Martin, Regina, moved, that in view of the circumstances existing in Government into conditions existing in terminal elevators at Fort William and Port Arthur, and the fact that the discontents as a result of such investigations, it is in the interest of Western farmers, the members of Canada generally that measures be adopted by the Government as will effectually prevent the practice of taking of grain in the terminal and transfer elevators through which the grain is sent to the British market.

In support of his motion, Mr. Martin said that this was undoubtedly an important question, and that it concerned every class of people in the West, and Canada as a whole. During present session, a number of important resolutions had sailed upon the Govern-

ment, but none of more importance than that proposed by western farmers with whose recommendation he was in accord. Despite action which has been taken by the Government in terminal elevators to which exception had been taken, they continue, and unless something more is done, more will have to be done.

Saskatchewan Interested.

Mr. Martin next undertook to show the House that the Western farmers were more vitally interested in the matter than those of any other province, because the grain terminal elevator problem in Saskatchewan is more serious than in any other province of the Dominion.

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